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Chicago Metropolitan Agency for Planning

Transportation Committee Minutes

DRAFT MINUTES

March 5, 2010

Cook County Conference Room 233 S. Wacker Drive, Suite 800, Willis Tower Chicago, Illinois

Members Present:

Chair Chris Snyder-DuPage County, Leanne Redden- RTA, Chuck Abraham-IDOT DPIT, Bill Brown-NIRPC, Michael Connelly-CTA, Rocky Donahue-Pace, , Maria Choca-Urban-CNT, Chalen Daigle-McHenry County, John Donovan-FHWA, Jack Groner-Metra, Luann Hamilton-CDOT, Don Kopec-CMAP, Jamy Lyne-Will County , Randy Neufeld-Bicycle and Pedestrian Task Force, Leon Rockingham-Council of Mayors, Keith Sherman-IDOT OP&P, Peter Skosey-MPC, Mike Sullivan-Kendall County, Paula Trigg-Lake County, Jan Ward-Kane County, David Werner-FTA, Tom Zapler-Class 1 Railroads, Matthew Vitner- Cook County, Rocco Zucchero-Illinois Tollway

Members Absent:

John Fortmann- IDOT District One, Robert Haan-Private Providers, Mike Rogers-IEPA, Joe Schofer-Northwestern, Vonu Thakhari-UIC, Ken Yunker-SEWRPC,

Others Present:

Garland Armstrong, Heather Armstrong, Kristen Bennett, Gheu Campbell, Lenny Cannata, Bruce Christensen, Danielle Dai, Kama Dobbs, Bud Fleming, David Gleicker, Ryan Hicks, Preston Keefe, Christina Kupkowski, Paul Metaxatos, Hugh O'Hara, Andy Plummer, Chad Riddle, Adam Rod, David Seglin, Ron Shimizu, Chris Staron, Vicky Smith, Emily Tapia, Mike Walczak, Sid Wesemen, Tammy Wierciak, Kathleen Woodruff

Staff:

Randy Blankenhorn, Janet Bright, Bob Dean, Teri Dixon, Doug Ferguson, Jill Leary, Matt Maloney, Tom Murtha, John O'Neal, Holly Ostdick, Ross Patronsky, Joy Schaad, Gordon Smith

1.0 Call to Order and Introductions

9:30 AM

Chris Snyder, Committee Chair, called the meeting to order.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of the Minutes-January 6, 2010

Jamy Lyne motioned for the minutes to be approved, seconded by Jack Groner. All ayes, motion approved.

4.0 Transportation Improvement Program (Leroy Kos)

Leroy Kos stated that the TIP amendment and modification reports for "regular" and Jobs for Main Street Bill (ARRA 2) IDOT projects were released for a seven day period for public review. No comments were received. He requested approval of the TIP amendments, which included the new enhancement projects, and inclusion of IDOT's proposed projects designated for ARRA 2 (pending federal action on the Jobs for Main Street Act). Randy Neufeld stated that while historical enhancement projects were good projects for the region, transportation funds should be used for strictly transportation provision related projects. He felt it was a bad precedent to use funds for nontransportation provision projects like bridges with historic facade and that there should be a closer look at these projects. Mr. Riddle stated that the projects that are included are eligible for enhancement funds. Mr. Neufeld stated that it is not a question of eligibility but of priorities for the region and whether projects that are not improving the transportation system should be included in this region's priorities. TIP program development is the process where the region decides whether projects are consistent with the region's priorities and the plan. Mr. Sherman stated that these projects have been deemed appropriate for enhancement funding and were programmed out of the Governor's office, which reflects a state-wide perspective. Mr. Sherman said CMAP's perspective on the enhancement projects will be communicated to the Governor's office. Mr. Neufeld said that he just wants to highlight the view that projects which do not improve transportation might not be the best use of enhancement funds. Mr. Groner asked if the transit agencies should begin preparing and including ARRA 2 projects into the TIP as well. Mr. Werner stated that they should wait until the exact numbers are known. Mr. Donovan said at this time the Jobs Bill has the 90 day requirement for 50% of funding being under contract which would cover the whole state's amount and that IDOT's Jobs Bill projects were in place to cover that requirement. Mr. Sherman stated that this is a tight time frame. Ms. Hamilton asked if there was sub-allocation of the STP funds. The committee discussed the belief that the funds from the Jobs Bill will be handled like the 1st ARRA with similar allocations to the locals and transit. The committee then established, with agreement from FHWA/FTA, that the Jobs Bill projects would not be officially included in the TIP until the Jobs Bill passes but would be ready for this inclusion. Mr. Neufeld motioned that the Restoration of Pullman Advance Car and

Factory Exhibit Bay (TIP ID 01-10-0019) and the Grosse Point Lighthouse from Sheridan Rd at Central Street (Cook/Evanston) Evanston Lighthouse Park District (TIP ID 02-10-0015) be removed from the projects slated for committee approval for inclusion in the TIP. This motion did not receive a second; therefore, the motion failed. Approval of all the projects was moved by Ms. Trigg seconded by Mr. Abraham, the committee approved "regular" and "ARRA 2" TIP amendments. All ayes.

5.0 Semi-annual TIP/RTP Conformity Analysis and TIP Amendments

The public comment period for the conformity analysis of the RTP and TIP and the TIP amendment has closed. No comments were received; Mr. Kos requested that the committee recommend MPO Policy Committee approval and CMAP Programming Coordinating Committee recommendation to the CMAP Board of the RTP/TIP Conformity Analysis and TIP amendments. On a motion by Mr. Kopec, seconded by Mr. Sherman, the committee made such recommendations. All ayes.

6.0 Designated Recipients

The MPO endorses the allocation of Section 5307 and Section 5340 Capital and Planning funds between Illinois, Indiana and Wisconsin, and designates recipients on an annual basis. The RTA Board has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin and approved the FY 2010 allocations to the service boards (CTA, Metra and Pace). The apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake, IL/WI urbanized areas are based on percentages. For the IN/IL funds, 4.280961% of the total amount will be sub-allocated to northwestern Indiana and 95.719039% will be sub-allocated to northeastern IL. For the WI/IL funds, is 2.200891% of the total amount will be sub-allocated to southeastern Wisconsin and 97.799109% of the total amount will be sub-allocated to northeastern Illinois. These actions are contingent on RTA Board approval. The estimated Section 5307 and 5340 combined capital and planning funds for northeastern Illinois totals \$99,582,680. The funds have been distributed as follows: \$56,595,441 to the CTA; \$27,875,367 to Metra; and \$15,111,872 to Pace. On a motion by Mr. Connelly, seconded by Mr. Groner, the resolutions were recommended to the MPO Policy Committee and Programming Coordinating Committee for approval. All Ayes.

7.0 Jobs for Main Street Act (H.R. 2847)

Doug Ferguson reported on the Jobs for Main Street Act. He stated that congress was considering the bill which has been termed "ARRA 2". It is anticipated that ARRA 2 will require 50% of all funds coming to Illinois for transportation will need to be obligated within 90 days and the remaining 50% within a year. As discussed earlier, it was also stated that there will likely be a local fund distribution, same as in ARRA. Mr. Ferguson stated that IDOT is requesting comments on their proposed list of projects to determine if there are any additional projects that are ready to be obligated within the time frames. The City of Chicago suggested the Torrence Ave Bridge over the Calumet River as a potential candidate for funding though ARRA 2. Mr. Carlson stated he does not believe the engineering is complete for this project. IDOT staff will check on the project. Mr. Sherman

suggested that all comments about projects for ARRA 2 should be sent to both IDOT and CMAP. Mr. Groner asked if the transit agencies are under the same time limitations for having the ARRA 2 projects ready to go. Mr. Donovan stated that the belief at this point is that the state's projects that are on the table will be sufficient to begin the process. Mr. Werner stated it is a good idea to have projects lined up to be ready to proceed, but agreed with Mr. Donovan that it was not yet time to add these projects to the TIP. Members also discussed whether there might be a special letting for the State's projects.

8.0 GO TO 2040

8.1 Preferred Scenario (Bob Dean)

Bob Dean updated the committee on the schedule for the release of a draft of *GO TO* 2040. The full plan will be released in June for public comment and is anticipated to be adopted in October.

8.2 Financial Plan (Matt Maloney)

Matt. Maloney discussed some changes to the financial plan including the reduction of \$24.3 billion of long term cost in the safe and adequate vs. state of good repair scenarios. The change was made after CMAP staff discussed the draft costs with highway professionals who had been convened to review staff estimation methods. Mr. Snyder stated that he was surprised at the magnitude of costs, and that he wanted to validate criteria, unit cost and schedule to maintain the system. It was a significant undertaking. Mr. Maloney stated that the Financial Plan was available on line but that the Executive Summary was going to be the point of reference for the discussion. The Plan will be fiscally constrained by \$385 billion in year of expenditure dollars. Of that, \$350.4 billion is core revenues. The remaining is reasonably expected revenues. The priority of the main scenario in 2040 is to maintain existing systems. Modernization of the system is one of the priorities of the region as well. Ms. Lyne asked what was the thought behind the assumptions for MFT, and why congestion pricing was considered as reasonable new revenue to expect but that public-private partnerships and value capture transit were not. Mr. Maloney said it was a part of the regional discussion. Currently, there is no state enabling legislation regarding public-private partnerships. Ms. Lyne wanted to know if there are provisions to add additional major capital projects if new dollars became available. Mr. Patronsky responded that every four year there is a plan update, but currently we have the opportunity to add projects semi-annually that would required a Plan update. Plan updates are not to be undertaken casually. Mr. Maloney pointed out that transportation finance is a priority for the Plan. Ms. Redden stated that RTA echoed CMAP's position that transit required a state of good repair. Ms. Choca-Urban was pleased with the prominent amount of funding for transit. Mr. Skosey was optimistic that there will be enabling legislation for public private partnership, especially in the Senate.

8.3 Major Capital Projects

Don Kopec informed the committee that \$50 billion of projects were considered for inclusion in the fiscally constrained major capital projects. The projects were examined for consistency with the plan. Project prioritization criteria included creating more livable communities and multi-modal planning for growth and congestion. The projects were modeled producing a matrix scoring the projects. There were three important points regarding fiscal constraint. One, the constrained cost of new capital projects includes not only the cost of construction, but the cost of operating and maintaining facilities through 2040. For highways and transit, annual operations and maintenance costs were assumed to be 1/2% not 1% of the initial cost of construction of the new facility. For transit, half of the transit operating cost was assumed to be covered through farebox recovery and was not "charged" to the fiscal constraint. Two, project revenues are not counted as part of the \$10.5 billion. Potential revenues will be addressed project by project. Three, some capital projects include reconstruction/improvement of existing facilities. Therefore, to eliminate double counting of costs in the maintenance category, approximately 50% of the total cost of these projects was devoted to the addition of new capacity, and 50% involved reconstruction. Within the financial classifications used in the transportation financial plan, this would already be counted as a necessary expense to maintain a safe and adequate system. It is important to note that the \$10.5 billion figure does not include these reconstruction costs, meaning that it is not doublecounting these expenses. Projects are categorized as either fiscally constrained or not constrained. A couple of themes were apparent: there were only a few new projects; most were improvements to the existing system with added capacity. A second theme is the inclusion of a number of managed lanes which include BRT and freight accommodations. Finally, there is a considerable transit investment. Next steps include collecting comments from implementing agencies, the working committees, the MPO Policy committee and CMAP Board, and distribution of the project list to the public. Finally the major projects should be approved in the June Policy Committee and CMAP Board meetings. Mr. Snyder asked if the ½ % maintenance cost includes maintenance and operation on transit side. Mr. Kopec stated that it does. 50 % of new capacity vs. reconstruction was identified by looking at the last 20 years which included I-355 new capacity and I-55 reconstruction. The tables show a fifty percent maintenance to total cost ratio on new facilities because on a regional basis that is what we have experienced. This is the average across the region for all projects. Ms. Lyne stated this is the first time we are handling the issue this way. Also, there is \$100 million worth of projects on the unconstrained list, and what is going to happen if projects on the unconstrained list move faster than those on the constrained list? Mr. Kopec replied that if there is a real unbalance, we will have an adjustment and move something out of constrained plan. Such an adjustment would be made during a semi-annual TIP/RTP cycle. Another attendee asked when the regional matrix of modeled projects will be rolled out. Mr. Dean stated that will be ready for next meeting.

9.0 RTA Update

There was no update.

10.0 State Legislative Update

A list of bills that CMAP is tracking is available on line. CMAP staff will report on them as activities occur. If committee members have an interest in specific legislative issues, please contact CMAP staff so that we can be of assistance. Gordon Smith told the committee that staff believes that funding for CMAP will be included in the governor's budget next week. Peter Skosey reiterated S.B. 3582 Heather Steans' public-private partnership bill is moving. For those wishing to show support, they should submit letters and attend committee meetings. Any help would be appreciated. There were a number of public-private partnership bills or initiatives that were submitted to provide enabling authority for publicprivate partnerships for state projects but this is the bill that appears to be moving forward. Keep in mind that local entities can enter into public-private partnerships. The city of Chicago has been pursuing these agreements for a number of years. Mr. Snyder stated that there is a Senate Bill regarding utility companies. Problems coming to agreements with utility companies impacts highways the most, causing delays and increasing contractor costs. Utility legislation has been successfully stalled by utility companies in the past. Mr. Blankenhorn also discussed a public private partnership bill, in the Indiana legislature, for the Illiana Expressway which has passed. The Indiana segment is now moving ahead and laying out how the planning and community involvement will work is a good first step for Indiana. Mr. Connelly inquired on details of the status of CMAP funding. CMAP staff does not think there will be one budget line item for CMAP funding but that small amounts scattered through various individual department budgets will be available for the various CMAP planning activities.

11.0 Coordinating Committee Reports

Chris Snyder stated that the Planning Committee met January 13th. Three issues were presented; preferred regional scenario which was recommended to CMAP Board for approval, update of the regional freight recommendation, and the transportation financial plan. Also, he echoed the need to look at public private partnership and innovative financing. The Programming and Planning Coordinating Committees are both meeting next week.

12.0 Public Comment

Heather Armstrong made a comment about the Eisenhower extension, west of Austin. Ms. Armstrong asked if it had been approved. She stated that she does not want it to be approved especially in Oak Park and Forest Park because of the park and the pool. She said she lived in the area and residents were trying to stop it. She wondered how it would be implemented since the CTA rail service is there. Mr. Snyder stated that her comments

were very project specific. As a part of the preliminary engineering process for the Eisenhower project being undertaken by the state, all residents will have the opportunity to express their views.

13.0 Other Business

Chris Snyder wished Sid Weseman well in his retirement next month. Sid has been an asset in the transportation community, his experience and knowledge will be missed.

Mr. Skosey introduced Cat Woodruff, who is the T-4 Illinois coordinator hired to organize around the re-authorization or any new bill. Only a handful of such coordinators have been hired around the country. He encouraged committee members to meet her and sign up with T-4 America.

Luanne Hamilton informed the committee of Jan Metzger's passing and memorial service on Saturday at Noble House.

Randy Neufeld informed the committee that Chairman Oberstar was in town today.

14.0 Next Meeting

April 23, 2010 at 9:30 a.m.

15.0 Adjournment

Meeting adjourned at 10:40 a.m.

Transportation Committee Members

 Charles Abraham	Fran Klaas	 Keith Sherman
Rocky Donahue	Don Kopec	 Peter Skosey
Maria Choco Urban	Jamy Lyne	Chris Snyder*
Michael Connelly	Arlene J. Mulder	 Steve Strains
 John Donovan***	Randy Neufeld	 Vonu Thakuriah
John Fortmann	Jason Osborn	 Paula Trigg
 Rupert Graham, Jr	Leanne Redden**	 David Werner***
 Jack Groner	Tom Rickert	 Ken Yunker
 Luann Hamilton	Mike Rogers	 Tom Zapler
Robert Hann	Joe Schofer	 Rocco Zucchero
*Chair	**Vice-Chair	***Non-voting